

Transportation for Livable Communities (TLC):

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Focus Forum



METROPOLITAN TRANSPORTATION COMMISSION

Outline

- TLC Program Evaluation
 - Q&A
- New TLC Program, Screening Criteria
- Scoring Emphasis
 - Q&A
- Design Guidelines
 - Q&A
- Next Steps



Tie-In to FOCUS Program

FOCUS creates new opportunities to assist cities in community development

Station Area Planning Grants

- \$10M awarded
- add'l \$10M over next 3-4 yrs

Capital Grants

- TLC: ~\$2 billion over 25 years
- Props 1C & 84
- Other funding opportunities

Technical Assistance

- On Call Consultants
- Best Practice sharing
- Planning services



TLC Evaluation

- TLC Program Evaluation - Summer 2007
 - Focus on TLC Planning
 - TLC Capital (Regional)
 - Housing Incentive Program



TLC Evaluation

- Evaluation Findings - TLC Planning
 - Maximum grants of \$75,000 (average \$40K) not large enough
 - Capital improvements for pedestrians implemented in 40% of plans, transit and bike in 20% of plans
 - Policy changes implemented 55% of the time



TLC Evaluation

- Evaluation Findings - TLC Capital
 - 78% of project sponsors/100% of co-sponsors reported increased ped. volume
 - 59% of sponsors/42% of co-sponsors reported increased bicycle traffic
 - 46% of sponsors/18% of co-sponsors reported increased transit ridership
 - The following development was associated with 22 TLC projects:
 - * 3,195 housing units,
 - * 1,940,000 square feet of retail, and
 - * 2,795,000 square feet of office space



TLC Evaluation

- Evaluation Findings – HIP
 - \$27 million awarded for 11,600 housing units (30% affordable)
 - Program structure is problematic at a regional scale. Only 62% of project sponsors considered MTC's two-year requirement for awarding housing permits to be "somewhat realistic."
 - HIP functions on "auto pilot"
 - Project sponsors commented that the speed of the permitting process was beyond the city's control
 - Acted as incentive in only 37% of cases



CTOD White Paper

- Create a flexible TOD financing program that responds to different market conditions
- Create a hybrid structure with both grant and loan funding
- Identify local or regional funding sources in addition to federal funding
- Clearly define eligible uses and expectations
- Establish minimum thresholds for funding allocation, as well as utilizing a more detailed evaluation of outcomes
- Continue to implement a regular funding cycle – on an annual or semiannual basis



TLC Program Recommendations Adopted by MTC, September 2009

- Tighten connection between TLC grants & infill projects
- Discontinue TLC planning – fold into Station Area Plans and create new Technical Assistance Program
- Discontinue regional HIP – fold housing connection into TLC capital - allow HIP in county programs
- Offer more frequent TLC grant cycles
- Broaden TLC grant eligibility to include additional TOD elements



Questions



New Program Guidelines

- Only projects in PDAs are eligible
- Grant size increased to \$6 million, no minimum
- Expanded menu of eligible program categories
- 2/3 regional program, 1/3 local program



Expanded Menu of Eligible Program Categories

- Streetscapes (current program eligibility)
- Non-transportation Infrastructure Improvements
- Transportation Demand Management
- Density Incentives



Expanded Program Categories

- **Streetscape Improvements**
 - Strengthening connection to new development in need of improvements
 - Ensure high quality projects and maximum multi-modal access



Expanded Program Categories

- **Non-transportation Infrastructure Improvements**
 - Sewer upgrades – San Leandro required upgrades for 2,500 new TOD units
 - Storm water management/drainage



Expanded Program Categories

- **Transportation Demand Management**
(TransLink®, carshare, TOD parking, etc.)
 - MacArthur BART – replaces 300 of 600 parking spaces in priced parking structure, creating a site for 675 new housing units
 - TransLink® for TOD Program/carshare vehicle for TOD developments



Expanded Program Categories

- **Density Incentives (Land Banking/
Site Assembly)**
 - Securing opportunity sites at or near transit stations



Constraints with Expanded Elements

- Funding exchanges with local jurisdictions necessary
- Parking structures will require analysis of alternative options
- Loans vs. grants

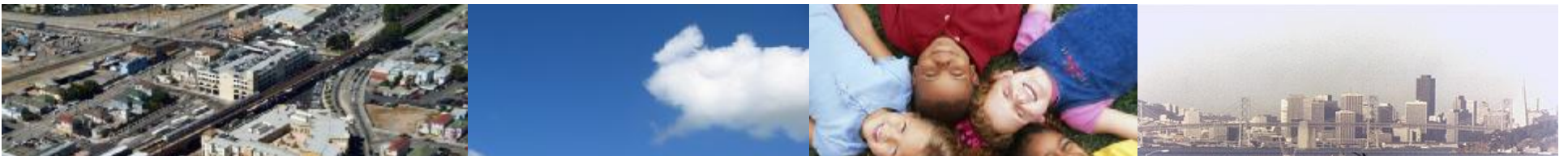


Questions



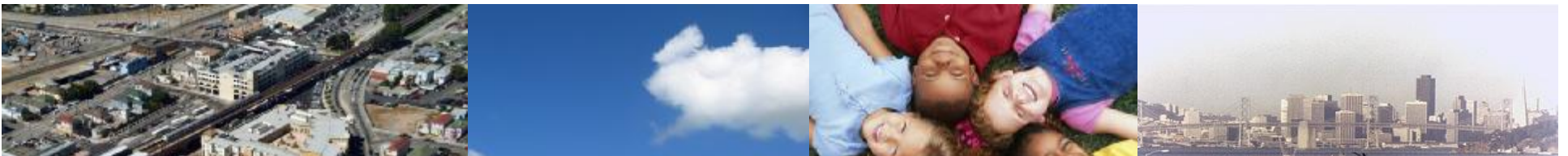
Screening Criteria

- Expectations are:
 - Projects will have high impact or be located in high impact area
 - Initial design work, feasibility studies will be complete at time of application
- What Program Is: Opportunity for significant improvements in neighborhoods well-served by transit
- Program Is Not: “Planter boxes” and bike trails



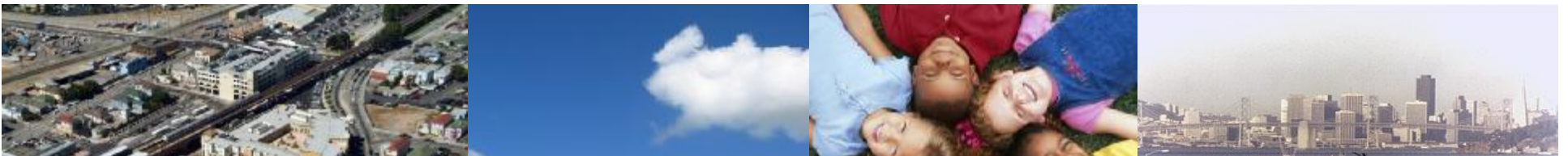
Scoring Emphasis

- Location of project in *planned* PDA
- Project impact
 - High intensity, mixed-use development
 - Improve non-motorized transportation options
- Housing near supportive services
 - HCD-approved housing element
 - Project/project area that helps meet RHNA allocation
- Parking
 - Innovative parking management strategies
- Accessibility



Accessibility

- Projects should exceed ADA access
 - Path of access to transit
 - Habitability of housing units in project/project area





STATION AREA PLANNING MANUAL

DEVELOPMENT GUIDELINES

		Centers			
		Regional Center	City Center	Suburban Center	Transit Town Center
Development Guidelines	Housing Mix (New Development) [2]	High rise & mid rise apartments/condos	Mid-rise, low-rise, some high-rise and townhomes	Mid-rise, low-rise, some high-rise and townhomes	Mid-rise, low-rise, townhomes, small lot single family
	Station Area Total Units Target [3]	8,000 - 30,000	5,000 - 15,000	2,500 - 10,000	3,000 - 7,500
	Net Project Density (New Housing) [4]	75-300 du/acre	50 -150 du/acre	35 - 100 du/acre	20 - 75 du/acre
	Station Area Total Jobs Target	40,000 - 150,000	5,000 - 30,000	7,500 - 50,000	2,000 - 7,500
	Minimum FAR (New Employment Development)	5.0 FAR	2.5 FAR	4.0 FAR	2.0 FAR

Notes


[1] Station Area typically refers to half mile radius around station or roughly 500 acres

[2] See attached building types for more detail on each type.

[3] The MTC TOD Policy corridor housing thresholds—which represent an average for the entire corridor—still apply to Resolution 3434 Transit Expansion projects.

[4] Allowable densities within the 1/2-mile station area should fall within this range and should be planned in response to local conditions, with higher intensities in close proximity to transit and neighborhood-serving retail areas.



				
Districts		Corridor		
Urban Neighborhood	Transit Neighborhood	Mixed Use Neighborhood		
Mid-rise, low-rise, townhomes	Low-rise, townhomes, some mid-rise and small lot single family	Mid-rise, low-rise, townhomes, small lot sf off immediate corridor	Housing Mix (New Development) [2]	Development Guidelines
2,500 - 10,000	1,500 - 4,000	2,000 - 5,000	Station Area Total Units Target [3]	
40 - 100 du/acre	20 - 50 du/acre	25 - 60 du/acre	Net Project Density (New Housing) [4]	
N.A.	N.A.	750 -1,500	Station Area Total Jobs Target	
1.0 FAR	1.0 FAR	2.0 FAR	Minimum FAR (New Employment Development)	



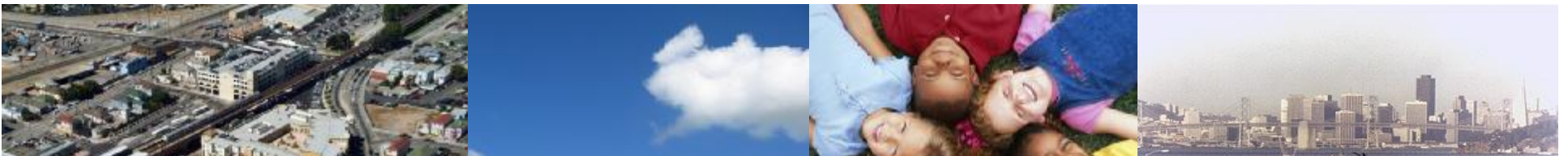
Questions



Design Guidelines

Why?

- Past Cycles
 - sponsors presented great applications with beautiful designs
 - implemented design fell short
- Design presented in your application = design that gets implemented.
- For Streetscapes

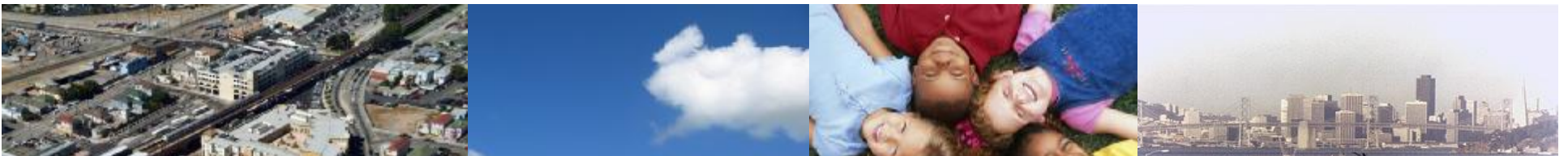


Design Guidelines

How?

Project Applications to include:

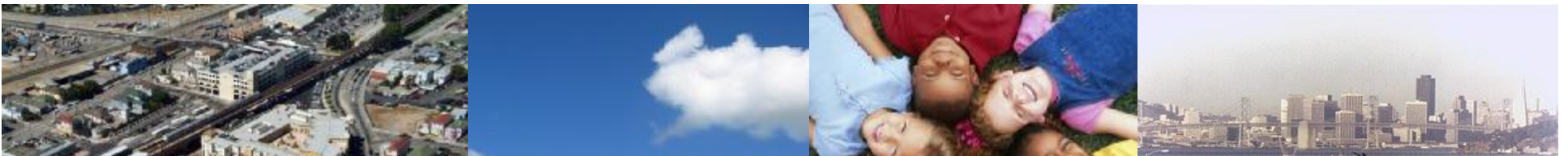
- 35% Design Drawing or in Final Design Development drawings
- Surveys and Aerials showing existing conditions and Feasibility Studies completed.
- Sections- most constrained location and the typical condition.



Design Guidelines

California Complete Streets Act of 2008, AB 1358
(aka Routine Accommodation)

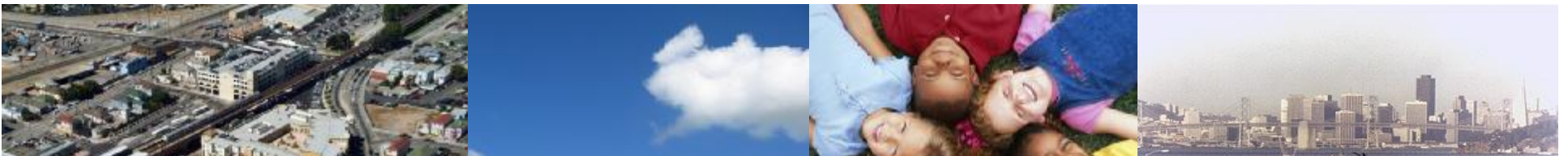
- Balanced multimodal transportation network
- Meets the needs of all users, defined to include motorist, pedestrians, bicyclist, children, persons with disabilities, seniors, movers of commercial good and users of public transportation
- On streets, roads and highways
- Suitable to the rural, suburban, or urban context



Design Guidelines

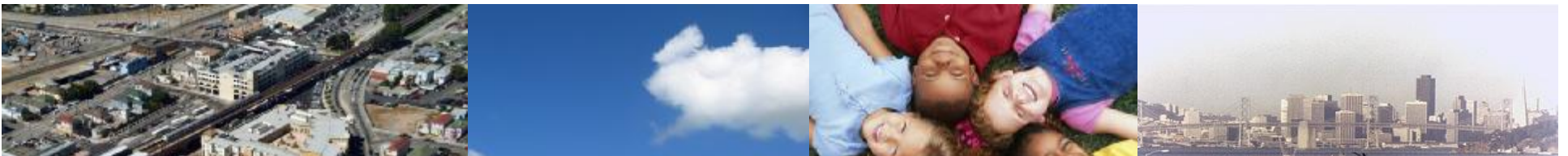
Developed by looking at other agency guidelines including:

- Modeled after the Institute of Transportation Engineers, (ITE's) "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities"
<http://ite.org/bookstore/RP036.pdf>
- VTA's Community Design Transportation Program
- SANDAG (San Diego's MPO)



Design Guidelines

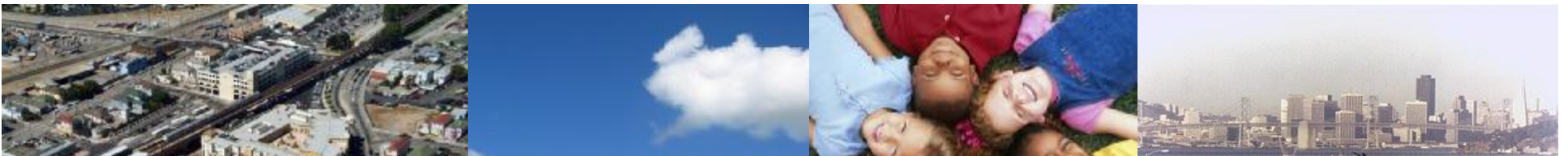
- TLC guidelines strive for the best practice
- Not just meeting minimum standards
- Strive to create the optimal design than provides ample condition for all modes of travel



Design Guidelines

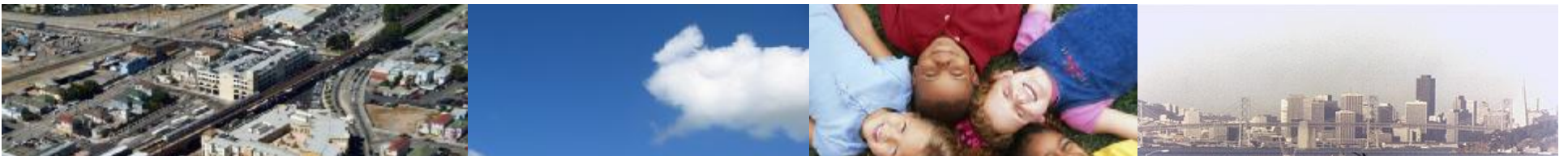
Examples:

- Travel Lane Width- min. 9.5ft, max. 12ft (non-shared), best practice 10ft on non-arterial streets, 14ft. Shared Lane, (ITE)
- Pedestrian Scaled Lighting (height)- min. 9ft., max. 18ft, best practice 12ft., spacing 25'-30'o.c. in conjunction with tree spacing.
(NYC Dot, Street Design Manual)



Design Guidelines

- Existing streets often have constrained Right of Ways (ROW)
 - Innovative design can help in these situations:
 - Road Diets (travel lane removal)
 - Shared Curb Lane (sharrows)
 - elimination of parking on one side of the street
 - 25mph streets



Questions



Next Steps

- Funding decision for STP/CMAQ Program, Programming & Allocations Committee, November 2009
- TLC Scoring Criteria to Planning Committee
- MTC anticipates issuing Call for Projects January 2010

